

OUR JUDGING DEPARTMENT  
HAVING been REPLEN-  
ISHED with a large as-  
sortment of the latest EUROPEAN  
and AMERICAN NOVELTIES,  
we are prepared to execute  
orders for FANCY WORK with  
neatness and despatch, and at  
very moderate rates.

'CHINA MAIL' OFFICE.

# The China Mail

Established February, 1845.

THE HONGKONG CHINESE MAIL.  
報字華港香  
Hongkong Ng Tsz Yat Fo.  
ISSUED DAILY.  
CRUIC UN MAN,  
Manager and Publisher.  
SUBSCRIPTION:  
Five Dollars a year, deliverable in Hong  
kong, Outports, \$1.00 per person,  
including postage.

No. 9983.

號五十九百八千一英

HONGKONG, FRIDAY, FEBRUARY 15, 1895.

日一千九百零六年正月一日

PRICE, \$2.50 PER MONTH.

AGENTS FOR THE CHINA MAIL

LONDON.—F. ALGAN, 11 & 12, Clement's Lane, Lombard Street, E.C. GEORGE STREET & Co., 30, Cornhill, GORDON & GOTCH, Ludgate Circus, E.C. BATES HARDY & Co., 37, Walbrook, E.C. SAMUEL DRAGON & Co., 150 & 154, Leadenhall Street, W.M. WILLE, 161, Cannon Street, E.C. ROBERT WATSON, 150, Fleet Street.  
PARIS AND EUROPE.—MAVENCE, FAVAS & Co., 18, Rue de la Grande Bataille.  
NEW YORK.—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 62, West 22d Street.  
SAN FRANCISCO and American Ports generally.—BROWN & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.  
CEYLON.—W. M. SMITH & Co., THE APOTHECARY CO., Colombo.  
SINGAPORE, STRAITS, &c.—KELLY & WAHL, LTD., Singapore.  
CHINA.—MACIE, A. A. DA CRUZ, Amoy, N. MOALLE & Co., LIMITED, Foochow, HILTON & Co., Shanghai, LANE, CRAWFORD & Co., and KELLY & WAHL, Fuzhou, LANE, CRAWFORD & Co., and KELLY & Co.

## Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.  
PAID-UP CAPITAL.....\$10,000,000.  
RESERVE FUND.....\$ 4,500,000.  
RESERVE LIABILITY OF.....\$10,000,000.  
PROPRIETORS.....

COURT OF DIRECTORS:

C. J. HOLLIDAY, Esq.—Chairman.  
J. S. MOSES, Esq.—Deputy Chairman.  
R. M. GRAY, Esq. S. C. MICHAELSON,  
H. H. JOSEPH, Esq. D. R. SASOON, Esq.  
Hon. J. J. KESWICK, N. A. SIEBS, Esq.  
Julius Kramer, Esq.  
Hon. A. McCONACHIE.

CHIEF MANAGER:

Hongkong—T. JACKSON, Esq.  
MANAGER:  
Shanghai—H. M. BEVIS, Esq.

London Banker—LONDON AND COUNTY BANKING CO., Ltd.

HONGKONG—INTEREST ALLOWED.  
On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:

For 3 months 3 per cent. per annum.  
" 6 " 4 "  
" 12 " 5 "

T. JACKSON,  
Chief Manager.

Hongkong, December 21, 1894. 332

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORIZED CAPITAL.....\$1,500,000.  
SUBSCRIBED.....\$1,125,000.  
PAID-UP.....\$ 562,500.

Bankers:

LONDON JOINT STOCK BANK, LTD.

Interest allowed on Current Accounts at the rate of 2 % per annum on the Daily Balance.

ON FIXED DEPOSITS:

For 12 Months.....5 %  
For 6 Months.....4 %  
For 3 Months.....3 %

JOHN THURBURN,  
Manager, Hongkong.

Hongkong, June 18, 1893. 228

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3% PER CENT. per annum. Depositors may transfer at their option balances of \$100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,  
Chief Manager.

Hongkong, May 15, 1893. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.  
SUBSCRIBED CAPITAL.....\$ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq. H. SCHAFFERHOFF, Esq.  
CHAN KEE SHAN, Esq. CHOW TUNG SHANG, Esq.  
KWAN HOI CHUEN, Esq.  
GEO. W. F. PLAYFAIR.

Interest for 12 months 5 %.

Hongkong, October 23, 1894. 1711

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL.....\$2,000,000.

CAPITAL CALLED UP.....\$ 251,093,150.

Bankers:

CAPITAL & COUNTRY BANK, LIMITED.

Head Office:

3, PRINCES STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PENANG, SINGAPORE & YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,

Manager.

Hongkong, November 6, 1894. 947

## Intimations.

VICTORIA LODGE  
No. 1026.

A N Emergency MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, THIS EVENING, the 16th Instant, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, February 16, 1895. 297

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, TO-MORROW, the 16th day of February next, at 12 o'clock Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Account to that December, 1894.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.

Hongkong, February 16, 1895. 185

THE HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the CORPORATION will be CLOSED from SATURDAY, the 2nd to the 16th day of February next (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,  
T. JACKSON,  
Chief Manager.

Hongkong, February 16, 1895. 186

HONGKONG RIFLE ASSOCIATION.

SATURDAY, 16TH FEBRUARY, 1895,  
AT 2.45 P.M.

COMPETITION—Short Range CUP and SPOONS. Range—200 and 300 yards. Shots—Seven. Entrance Fee, 80 Cents.

G. K. MOORE,  
Hon. Secretary.

Hongkong, February 14, 1895. 330



PERSEVERANCE LODGE OF  
HONGKONG, No. 1,165.

A Regular MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on SATURDAY, the 16th Instant, at 5 for 5.30 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, February 13, 1895. 315

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING of SHAREHOLDERS will be held at the Offices of the Company, No. 14, Praya Central, on MONDAY, the 18th February, 1895, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors, and the Statement of Accounts to the 31st December, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 4th to the 18th February, both days inclusive.

By Order,

JAS. B. COUGHTRY,  
Secretary.

Hongkong, January 25, 1895. 101

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Sixth Ordinary MEETING of SHAREHOLDERS in the Company will be held at the Company's OFFICES, No. 3, Queen's Road Central, Victoria, on TUESDAY, the 19th February, at Twelve o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 5th to the 15th February, both days inclusive.

By Order,

JAS. B. COUGHTRY,  
Secretary.

Hongkong, February 1, 1895. 244

HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Twenty-Sixth Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the OFFICES of the Company, Pedder's Street, on SATURDAY, the 9th February, at Noon, to receive a Statement of Accounts to 31st December, 1894, and the Report of the General Managers, and to elect a Consulting Committee and Auditors.

The Transfer BOOKS of the Company will be CLOSED from the 23rd Instant to the 9th February, both days inclusive.

By Order,

A. C. MARSHALL,  
Manager.

Hongkong, May 15, 1895. 1515

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL.....\$1,000,000.

SUBSCRIBED CAPITAL.....\$ 500,000.

HEAD OFFICE—HONGKONG.

Court of Directors.

D. GILLIES, Esq. H. SCHAFFERHOFF, Esq.  
CHAN KEE SHAN, Esq. CHOW TUNG SHANG, Esq.  
KWAN HOI CHUEN, Esq.

GEO. W. F. PLAYFAIR.

Interest for 12 months 5 %.

Hongkong, October 23, 1894. 1711

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL.....\$2,000,000.

CAPITAL CALLED UP.....\$ 251,093,150.

Bankers:

CAPITAL & COUNTRY BANK, LIMITED.

Head Office:

3, PRINCES STREET, LONDON.

Branches:

BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:

PENANG, SINGAPORE & YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,

Manager.

Hongkong, November 6, 1894. 947

## Business Notices.

BELL'S ASBESTOS EASTERN AGENCY,  
LIMITED,  
28, Queen's Road, Central.

A SBESTOS PACKINGS of every description.  
ASBESTOS SHEETINGS, MILLBOARDS, &c.  
ASBESTOS NON-CONDUCTING COMPOSITION for COVERING  
BOILERS and STEAM PIPES.  
CANVAS CORE PACKING (Tuck Form).  
SPECIAL ENGINE and CYLINDER OILS.

Asbestos, 5 lbs.

METERS. BELLI'S ASBESTOS Co. received the only Gold Medal awarded to the trade, International Inventions Exhibition, and the only Medal, Antwerp Exhibition 1894.

ALL GOODS bearing TRADE MARK GUARANTEED.

279

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, TO-MORROW, the 16th day of February next, at 8.30 for 9 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, February 16

## Notices to Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP PRINZ HEINRICH.

The above-named Steamer having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY LTD., Kowloon, whence delivery may be obtained.

OPTIONAL CARGO will go on to Shanghai unless notice to the contrary be given before 4 p.m. THIS AFTERNOON.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 21st Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on THURSDAY, the 21st Instant, at 3 p.m.

All Claims must reach us before the 23rd Instant, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by

MELOCHE'S &amp; Co., Agents.

Hongkong, February 14, 1895. 329

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.

FROM GLASGOW AND LIVERPOOL.

THE Company's S.S. *Orpha* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN CO., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the Undersigned before Noon on the 29th Instant, or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th Inst., at 3 p.m.

No Fire Insurance has been effected, and all Goods remaining in the Godowns after the 20th Instant will be subject to rent.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-DAY.

Bills of Lading will be countersigned by

HOLLIDAY, WISE &amp; Co., Agents.

Hongkong, February 14, 1895. 328

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Chelyra* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 p.m. on the 14th Instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

JARDINE, MATHESON &amp; Co., General Managers.

Hongkong, February 12, 1895. 314

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Gorda*, Captain J. EHLES, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for counter-signature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 4 p.m. To-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN CO. LTD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Feb. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th Feb., at 3 p.m.

No Fire Insurance has been effected.

SIEMMSEN &amp; Co., Agents.

Hongkong, February 9, 1895. 291

GLEN LINE OF STEAM PACKETS.

FROM LONDON AND STRAITS.

THE Steamship *Glenorchy* having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED, at Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 2 p.m. To-DAY.

Cargo remaining undelivered after the 16th Instant will be subject to rent.

Consignees are requested to present all Claims for damages and/or shortages not later than the 22nd instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON &amp; Co., Agents.

Hongkong, February 9, 1895. 292

SHIRE LINE OF STREAMERS.

NOTICE TO CONSIGNEES.

S.S. CARMARTHENSHIRE, FROM HAMBURG, ANTWERP, LONDON, MIDDLEBRO' AND STRAITS.

CONSIGNNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF & GODOWN COMPANY, LTD., at Kowloon, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 16th Inst. will be subject to rent.

All Claims against the Steamers must be presented to the Undersigned on or before the 18th Inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 16th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

DODWELL, CARLILL &amp; Co., Agents.

Hongkong, February 11, 1895. 293

## Entertainments.

AMATEUR DRAMATIC CLUB.

THERE will be Positively ONLY 4 MORE PERFORMANCES of 'ROBINSON CRUSOE', TO-MORROW (SATURDAY), 16th February, at 9 p.m. MONDAY, 18th do. do. TUESDAY, 23rd do. do.

And AN AFTERNOON PERFORMANCE, on MONDAY, 25th February, at 4 p.m.

TICKETS and BOOKS of the Works of the Sons can be obtained at MESSRS. LANE, CRAWFORD & Co. Hongkong, February 15, 1895. 320

## Mails.

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION).

TACOMA..... | Tuesday | February 26.

SUKH..... | Tuesday | March 19.

VICTORIA..... | Tuesday | April 9.

THE Steamship *TACOMA*, Captain R. CRAWFORD, sailing at Noon, on TUESDAY, 26th February, will proceed to VICTORIA, B.C., and TACOMA, via SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canada and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Packets must be sent to our Office with address marked in full by 8 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL &amp; Co., Agents.

Hongkong, January 23, 1895. 173

## Intimations.



JALDBECK, MACGREGOR & Co., Wine and Spirit Merchants, 18, QUEEN'S ROAD. Hongkong, August 18, 1891. 1612

WINDSOR HOTEL, HONGKONG.

THIS ESTABLISHMENT, situated in the elegant Building known as 'CONNAUGHT HOUSE', offers First-Class Accommodation to Residents and Travellers.

Passenger Elevator, from Entrance Hall to each Floor, in charge of experienced Attendant.

Favourable Arrangements made for Families and for Monthly or Extended Periods.

P. BOHM, Proprietor and Manager. Hongkong, November 24, 1894. 1907

## FOR SALE

JAPAN HAND-MADE PAPERS.

JAPAN PRINTING PAPERS.

JAPAN COPYING PAPERS.

JAPAN WALL PAPERS.

&amp;c., &amp;c., &amp;c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA, 8, Queen's Road Central. Hongkong, January 2, 1894. 1

CHAS. J. GAUPP &amp; Co., Chronometers, Watch &amp; Clock Makers, Jewellers, Gold &amp; Silversmiths.

NAUTICAL SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.

VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.

RICOH'S LIQUID AND OTHER COMPASSES.

ADMIRALTY &amp; IMRAY CHARTS, NAUTICAL BOOKS.

English SILVER &amp; ELECTRO-PLATEDWARE, Christofle &amp; Co.'s ELECTRO-PLATED GOLD &amp; SILVER JEWELLERY.

in great variety.

DIAMOND'S

— DIAMOND JEWELLERY.

A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices.

CHAN A-TONG,

COAL, COKE, AND COAL TAR MERCHANT.

No. 5, ARSENAL STREET, EAST. [1799]

To-day's Advertisements.

THE HONGKONG BRICK AND CEMENT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Second Ordinary Annual MEETING of SHAREHOLDERS will be held in the Office of the Company, No. 2, Praya Central, on SATURDAY, the 2nd March, 1895, at 12 o'clock Noon, for the purpose of receiving the Report of the Directors and Statement of Accounts for the year ended October, 1894.

The Transfer BOOKS of the Company will be CLOSED from the 10th Inst. to the 2nd Proximo (both days inclusive).

By Order of the Board of Directors.

W. A. DUFF, Secretary.

Hongkong, February 15, 1895.

323

## Vessels Advertised as Loading.

Destination.	Vessel.	Agents.	Date of Leaving.
Amsterdam, &c.	Oceanic (s).	Butterfield & Swire.	About March 15.
Bremen & Ports of Cal.	Prinz Heinrich (s).	Norddeutscher Lloyd.	March 4, at 8 p.m.
Japan, &c.	Varona (s).	P. & O. S. N. Co.	March 1, at noon.
London, & Suzhou	Strathairon (s).	Dodwell, Carlill & Co.	Feb. 22, at noon.
London & Ports of Cal.	Glenfalloch (s).	Butterfield & Swire.	February 19.
London & Ports of Cal.	Kaisar-J Hind (s).	Jardine, Matheson & Co.	About Feb. 25.
London, & Marseilles	Coylon (s).	P. & O. S. N. Co.	Feb. 16, at 10 a.m.
London, & Manila	Malacca (s).	P. & O. S. N. Co.	About March 20.
Manila	Sungkian (s).	Butterfield & Swire.	Feb. 20, at 2 p.m.
Marsailles, & S. Asia	Melbourne (s).	Messagers Maritime.	Feb. 20, at noon.
New York, & Suzhou	Teuchel (s).	Jardine, Matheson & Co.	About Feb. 19.
New York	Sintang (s).	Carlowitz & Co.	About March 15.
New York	Lucy A. Nickels (s).	Carlowitz & Co.	Feb. 20, daylight.
S. Francisco, & Japan	China (s).	Pacific Mail S. S. Co.	Feb. 27, daylight.
S. Francisco, & Japan	Bogor (s).	O. & G. S. S. Co.	Quick despatch.
S. Francisco, & Japan	Thule E. Starbuck (s).	Jardine, Matheson & Co.	Feb. 16, at 3 p.m.
Shanghai	Talsang (s).	Norddeutscher Lloyd.	Feb. 16, at 3 p.m.
Shanghai	Prinz Heinrich (s).	P. & O. S. N. Co.	About Feb. 20.
Shanghai and Kobe	Ravena (s).	Jardine, Matheson & Co.	Feb. 19, at noon.
Shanghai and Kobe	Aden (s).	Douglas & Co.	Feb. 17, daylight.
Singapore, Penang & C'pt.	Onchylea (s).	Douglas & Co.	Feb. 18, at noon.
Swatow, Amoy & T'eo	Nauchau (s).	Butterfield & Swire.	February 22.
Tsin-tien	Empress of India (s).	Swatow, Amoy & T'eo.	Feb. 20, at noon.
Tsin-tien	Victoria (s).	Canadian P. & R. Co.	Feb. 26, at noon.
Tsin-tien	Nurberg (s).	Norddeutscher Lloyd.	Feb. 16, at noon.

## MEMOS FOR TO-MORROW.

## Shipping.

10 a.m.—Ceylon leaves for London, &amp;c.

## ANOTHER MURDER AT KOWLOON.

INDIA.—MAVILDAK KILLED.

Last night, a tragedy which is, to a certain extent, shrouded in mystery was enacted at Kowloon. About nine o'clock the sound of a pistol shot was heard on Macdonnell Road, behind the Godown, and about fifty yards north of the Kowloon Institute for Soldiers and Sailors. The shot was heard by Mr. Wilcockson, caretaker of the Institute, and five privates of the H. M. Brigade, who were playing billiards in the Institute; and by Sergeant Marshall and Mr. Goodger of the Naval Yard Police, who were upwards of a hundred yards distant at the time. All hurried to the point where the shot was fired, and there found Havildar Uramz Khan, of the Hongkong Regiment, lying on the roadway. He appeared to be in great pain and was carried into the Kowloon Institute. He was quite conscious, and stated that he was walking along the road along with a private of the same regiment, Private Nawab Shah. This man, he stated, owed him \$100, but he did not say whether or not there had been any quarrel about the money. As they were walking along Nawab Shah, he said, drew out a revolver and fired at him, the bullet entering his left breast. This statement was taken down, roughly, by the orderly-room clerk belonging to the Regiment, and was signed by all the Europeans present.

The police had been sent for in the meantime, Colonel Barrow and the officers of the Regiment had been apprised of the occurrence, and Surgt. Captain Borodale was called in to attend to the injured man. From Dr. Corredore's examination of the man, it is evident that the shot was fired by some one standing (or walking) close at hand. The outer jacket as well as the undershirt were singed by the powder. Instead of being shot in the left breast, as stated by the havildar, he must have been shot in the back at the left side. The bullet, we understand, lodged below the heart. The wounded havildar was removed to the camp hospital, where he received unmitting attention. All efforts to save his life proved futile, and he died about eight o'clock this morning from internal hemorrhage.

It was intended to hold a post-mortem examination on the body this afternoon.

As soon as the alarm was given, Colonel Barrow ordered a thorough search of the barracks for the weapon with which the murder was committed.

Private Nawab Shah was found in his room, and does not appear to have made any attempt to escape or to have shown any traces likely to connect him with the tragedy. He denied having fired at the havildar, and his statement that he had been sitting in his room in the barracks and was reading when the report of the firing was heard is supported by the Police Magistrate to-morrow. No evidence will be tendered beyond what is sufficient for a remand. Within the barracks and in the neighbourhood of Macdonnell Road, where the tragedy occurred, search was made last night and again this morning for the revolver, but it has not been found as yet.

So far, there is nothing to connect Private Nawab Shah with the murder but the statement of the deceased. Inspector Corcoran, aided by Inspector Quincey and Sergeant Holt of the Detective Department, are prosecuting a searching investigation, in the hope of elucidating the mystery. It was impossible that the murderer, whoever he was, to escape except through the lines of the Hongkong Regiment. On one side of Macdonnell Road are the Godowns stretching in unbroken line from Elgin Road to the Naval Yard and Torpedo Depot; on the other there is a flat unoccupied space extending to the plateau on which the new barracks are being erected for the Hongkong Regiment. The murderer did not pass along the road, else he would have been seen by the men from the Kowloon Institute or Sergt. Marshall and Mr. Goodger from the Torpedo Depot. He must have stunk off in the darkness across the unoccupied piece of ground and escaped into the barracks before the police had begun their search.

The deceased was assistant gynaecological instructor to the men of the Hongkong Regiment.

The Keizai Zasshi in the course of some outspoken remarks about Christianity, says that Buddhism in Japan is destined to be at last ousted by Christianity. It therefore becomes a matter of importance to decide which form of Christianity should be adopted. Our contemporary can see merely a historical difference between Roman Catholicism and Protestantism; their underlying tenets are the same. Putting aside the question of doctrine, the Keizai gives its preference to the older form of Christianity simply because it is the more artistic. In Roman Catholicism the fine arts play a conspicuous part, both in the building of churches and in the rites and ceremonies of the faith. The newer Christianity regards these things as of slight consequence, and in many instances disregards them altogether. In Europe, consequently, we find that the nations more predisposed to the influence of the fine arts, the Italians and the French, are centred on the Roman Catholic church, while the less sophisticated Teutonic races, the English and the North Germans, embrace Protestantism. It is a matter for regret that the historic Buddhist temples of Japan are gradually being destroyed by fire, for they seldom or never rise again to their original splendour. It would be well, then, that the religion taking the place of Buddhism in Japan be at least lending itself to the greater artistic expression.—*Japan Mail*.

## HONGKONG AND KOWLOON WHARF AND GODOWN CO.

The eighth ordinary annual meeting of the shareholders of the Hongkong and Kowloon Wharf and Godown Co., Limited, was held this afternoon at the offices of the Company, Praya Central. The Hon. J. J. Keenick presided; and there were also present—Messrs St. C. Michaelson, A. G. Wood, J. Kramer, D. R. Sastoo, C. J. Holliday, J. S. Moses, G. B. Howell, H. H. Joseph, N. A. Sieba (Directors), W. Mathieson (Acting Secretary), T. I. Rose, and C. Sharp.

The Acting Secretary read the notice calling the meeting.

The Chairman said—Gentlemen, I am glad that the accounts presented to shareholders at this meeting show that the business of the Company is steadily developing, and is being conducted on careful and sound principles. I hope there may be an annual improvement in the revenues. In the year 1891 the gross revenue was \$44,488.56 more than the previous year, and the profit on working exclusive of interest and repairs is \$31,306.16 against \$31,302.54 in the previous year, which is encouraging when the abnormal circumstances are taken into consideration. The early promised the year was exceeded but the plague interfered with our labour supply, increased the wages, and greatly diminished the quantity of goods on storage, besides affecting the number of steamers passing through the port. I cannot venture to say that the war had any marked effect one way or the other during the period embraced by the report and accounts, but I see an indication that it is affecting our storage revenues at the present time. On reference to the accounts you will notice that nothing has been written off properly as your Directors consider this unnecessary in view of the low figure to which it has been written down and the liberal expenditure in keeping up piers, buildings, launches, cargo-boats, etc., which is paid out of our current income. An offer has been made for the West Point vacant land, but as the price and the conditions accompanying the offer are not regarded as satisfactory your Director refused to sell the property. As you are aware, gentlemen, there has been a new issue of debentures bearing interest at 5 per cent, repayable in 10 years, but the Company has the option of paying them off wholly, or in part in 5 years. I need hardly say that these valuable securities have been mainly taken up. It is with deep regret that the Board of Directors lost the services of their esteemed colleague Mr. Hopkins, who since the formation of the Company until his lamented death zealously promoted the Company's interests. Mr. Slabs has been appointed a Director in Mr. Hopkins' stead, and Mr. Michaelson has taken the place rendered vacant by the resignation of Mr. Janzen, both of these appointments require your confirmation. I shall be happy to answer any questions shareholders wish to put to me.

No questions were asked and the Chairman moved the adoption of the report and accounts.

Mr. Sharp seconded.

Agreed.

Mr. Rose proposed the confirmation of the appointment of Mr. Michaelson and Mr. Slabs to the Directorate.

Mr. Sharp seconded.

Agreed.

Mr. Sharp proposed the re-election of Messrs Wood and Kramer as Directors.

Mr. Rose seconded.

Agreed.

Mr. Sastoo proposed and Mr. Wood seconded the re-election of Messrs T. L. Rose and F. Henderson as auditors.

Agreed.

The Chairman—Gentlemen, that concludes the business of the meeting. I regret to see that the attendance has been so small, but I hope it may be taken as an indication that the absent shareholders are satisfied with the conduct of the affairs committed to the charge of the Directors. The dividend warrants will be posted this afternoon.

PIANOS by all the best makers for hire or monthly payments, at W. Robinson & Co.

An interesting item from the *Madras Times*:—Saturday's Extra tells the tale of a French spy in India, in the person of a Corporal Wald of the 18th Southern Royal Artillery, now an officer in the French army, who enlisted at Bombay in 1872, and in 1873 deserted to Paris, taking plans of the fortifications of Indian ports along with him. He is now reported to be at Bangkok compiling a plan of the port and approaches. It is understood that he will continue this service for France in Singapore, Hongkong, Sydney, and other ports.

The *Straits Times* says:—Mr. Joaquin, one of the liquidators of the Singapore Insurance Company, has arrived in the colony, and the Board of Liquidators is now, with Mr. Craig and Mr. Fraser, complete. Shareholders have been waiting with due patience, and some expectancy, for a statement of affairs showing how the liquidation now stands. There appears to be no solid reason for further delay in giving the information: The Board have had in their hands for some time past a considerable sum of money, and there must be another small dividend forthcoming. The claim in London for \$25,000 is still, as far as people know, unsettled. It may, however, have been established or disposed of, or be on the point of either. These are things the shareholders wish information about, and with the three liquidators here, there ought to be no difficulty in at once presenting a statement.

According to a telegram from Shanghai, published by the *Times* and the *Central News*, Lord Rosebery has interferred in the Far East with a very strong hand. The Government has directed Admiral Fremantle, who now commands in Chinese waters, to prevent the Japanese fleet from entering the Yangtze—that is, in fact, from threatening Nanking—and has authorized him, if necessary, to employ force in carrying out his instructions. A friendly intimation of this gave decision has been given to the Japanese, and their fleet has consequently for some time remained inactive. The new Christian regards these things as of slight consequence, and in many instances disregards them altogether. In Europe, consequently, we find that the nations more predisposed to the influence of the fine arts, the Italians and the French, are centred on the Roman Catholic church, while the less sophisticated Teutonic races, the English and the North Germans, embrace Protestantism.

It is a matter for regret that the historic Buddhist temples of Japan are gradually being destroyed by fire, for they seldom or never rise again to their original splendour. It would be well, then, that the religion taking the place of Buddhism in Japan be at least lending itself to the greater artistic expression.—*Japan Mail*.

## THE RUNNING OF MARINE ENGINES AND BOILERS.

PAPER BY A PRACTICAL ENGINEER.

Last night, a meeting of the Institution of Engineers and Shipbuilders of Hongkong was convened to hear a paper on 'The Running of Marine Engines and Boilers' read by Mr. W. Bailey, chief engineer, S.S. *Hengshan*.

There was a large attendance. Mr. Cooke presided.

The paper is one of the series in the Gillies Gold Medal Competition.

Mr. Bailey treated his subject in the most exhaustive fashion, and as the whole evening was occupied by the reading of the paper, it was decided to hold the discussion on Monday evening.

At the outset, Mr. Bailey called attention to the small proportion of the heat in coal converted into useful work. Starting at the furnaces, they had a loss—and often a very heavy loss—through imperfect combustion, and under the most favourable circumstances about 20 per cent. of the heat evolved from the coal passed out of the funnel in the form of hot gases.

On the remaining heat, the greater part went into the condenser as exhaust steam, while the measure of the loss was completed by the radiated heat from furnaces, imperfectly covered or uncovered surfaces of boilers, cylinders and steam pipes, &c. Also it had to be remembered that a mixture of steam and water, not pure steam, passes through the engine, the water causing a loss of efficiency by still further condensing the atom among which it exists. If unable to make any striking improvements in the present design of engines and boilers, the sources of loss already mentioned afforded considerable scope for the abilities of the practical engineer, and in many cases much might be done which is not done towards economy. It was to the consideration of all possible suggestions to conserve the heat produced from the coal which Mr. Bailey applied himself, quoting from the highest engineering authorities and giving results of personal experiments on board the *Hengshan*. Mr. Bailey was not content with giving bare results, but explained how he carried out his experiments, so that any of the members who felt disposed to make further experiments might profit by his experience. In concluding the portion of his paper dealing with boilers, he expressed the hope that the day was not far distant when as much care would be bestowed upon the manufacture of the boilers as upon the engines of steamers, and he laid down the dictum that the first condition of economy in the working of a steamer is well-made boilers large enough to supply plenty of steam without being forced.

The following are the concluding paragraphs of this interesting paper:—

Burning fuel economically, with clean boilers free from leakage, engines with pistons, valves and bearings properly adjusted and all radiating surfaces well covered, what remains to ensure the maintenance of the highest efficiency? Good Engineers in charge, and to become a good Engineer a man must be a good mechanician.

Mechanics are made in the shop, and he who has diligently served his time, under a strict and capable foreman, and followed it up by a few years' hard work as a journeyman is the man to make a Marine Engineer of. This training gives a confidence which can be attained in no other way. The man with such shop experience will take pride in putting a finish on his work and have more respect for the engines than to knock them about with a steel hammer or put chisel marks and scratches on polished iron. Having some experience in carrying on work, he will as Second Engineer know how to get the most out of his men, and as "Chief" will keep well ahead of all repairs without giving his juniors unnecessary work in opening up the engines to look for imaginary defects. There is no denying the fact that a mechanical training also develops the reasoning powers and perception, making the comprehension of the more abstruse principles a comparatively easy matter.

Let us see how the Board of Trade encourages mechanical skill. Three years' shop service and "one year in the engine room" or four years at sea in the engine room qualify a candidate for examination, so that a man who has never served an hour on the making or repairing of engines may receive a Certificate describing him as an Engineer. I cannot conclude this paper without recording my protest against the existence of so unjust and mischievous a law. At least five years' shop service should be required of the Candidate, and if the present theoretical examination were supplemented by a practical one similar to that necessary in obtaining a Whitworth Scholarship, the Examiner would be better able to gauge the abilities of the Candidate. Such a practical test would stimulate the young Engineer to make the best use of his time while in the shop and to work with the determination of mastering the mechanical part of his profession. He who does this will probably be led to study the higher principles which govern the action of the steam engine and become in the full sense of the word an Engineer.

*Observation and experiment constitute the basis of the science of mechanics, and an attempt has been made in this little paper to combine some practical information with an outline of the principles which control the relation of Heat to Work in the Marine Engine and Boiler.*

*The fact that the steam engine and boiler are the two chief parts of the marine engine, and the present theoretical examination of the student does not give him a knowledge of either, is a serious omission.*

*The student should be given a knowledge of the steam engine and become in the full sense of the word an Engineer.*

*Orders Given as the Second Division Left Talienshan.*

The correspondent of the *Hedj* on the cruiser *Takachiho* has written the following: On Jan. 21st, the principal squadron, together with the first and second auxiliary squadrons, made a demonstration against the forts of Weihaiwei, which responded by firing upon the Japanese squadrons.

The British Admiral came ashore and expressed his admiration at the strict maintenance of discipline by the Japanese troops.

Admiral Ting is dead.

*Incidents at Weihaiwei.*

The correspondent of the *Nichi Nichi* on the cruiser *Takachiho* has written the following: On Jan. 21st, the principal squadron, together with the first and second auxiliary squadrons, made a demonstration against the forts of Weihaiwei, which responded by firing upon the Japanese squadrons.

The Japanese Admiral sent a letter to Admiral Ting, through a certain foreign man-of-war, advising him to surrender his squadron to the Japanese.

The British Admiral came ashore and expressed his admiration at the strict maintenance of discipline by the Japanese troops.

Admiral Ting is dead.

*Admiral Ting Dead.*

Shanghai, Feb. 15, 11.15 a.m.

It is reported here that the Island of Lew-kung-tau was captured by the Japanese on the 12th inst. (Tuesday.)

Admiral Ting is dead.

*The China Japan War.*

(Special to the *Chinese Mail*.)

*Reported Capture of Leu-*

*Kungtau.*

*Admiral Ting Dead.*

PARIS, Feb. 2.

The Joras have made an unsuccessful attempt to bombard Tsin-ta-wei. Their batteries were quickly reduced to silence.

*The China Japan War.*

(Special to the *Chinese Mail*.)

*Reported Capture of Leu-*

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*Reported Capture of Leu-*

*Kungtau.*

*Admiral Ting Dead.*

## Merchant Vessels in Hongkong Harbour.

Details of late Arrivals and Departures reported to-day.

## Mails.

U. S. Mail Line.  
PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
China (via Nagasaki), Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Feb. 20, at daylight.  
Port (via Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu) ... SATURDAY, Mar. 9, at daylight.  
City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea, and Yokohama) ... WEDNESDAY, Mar. 27, at daylight.

Also PORTS OF BRAZIL AND LA PLATA.

**T**HE U. S. Mail Steamship CHINA will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, the 20th February, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe. Steamers on this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$10.00 Gold in addition to the regular tariff rate.

Passengers holding orders FOR OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct connecting Railways, and from Chicago to destination, the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japanese Ports, to San Francisco, to Atlantic and Island Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages will be marked to address in full, value of same is required.

General Invoice to be sent to San Francisco destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN,  
Agent.

Hongkong, February 11, 1895.

## Mails.

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES,  
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR  
SAIGON, SINGAPORE, BATAVIA,  
COLOMBO, ADEN, SUEZ,  
PORT SAID,  
MEDITERRANEAN AND  
BLACK SEA PORTS, ALEXANDRIA,  
MARSEILLES, LONDON,  
HAVRE AND BORDEAUX:

ALSO  
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 20th February, 1895, at Noon, the Company's S.S. MELBOURNE, Commandant BOURDON, with MAILED, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 19th February, 1895. (Parcels are not to be sent on board; they must be left at the Agency's Office).

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. BRUNO CHAMPEAUX,  
Agent.

Hongkong, February 6, 1895.

## Intimations.

BUDDHISM: ITS HISTORICAL,  
THEORETICAL AND POPULAR  
ASPECTS,

BY  
ERNEST J. EITEL, PH.D., TUEING,  
THIRD EDITION,  
REVISED, WITH ADDITIONS.

Price, \$1.50.

LANE, CRAWFORD & CO.

Hongkong, January 5, 1895.

## Intimations.

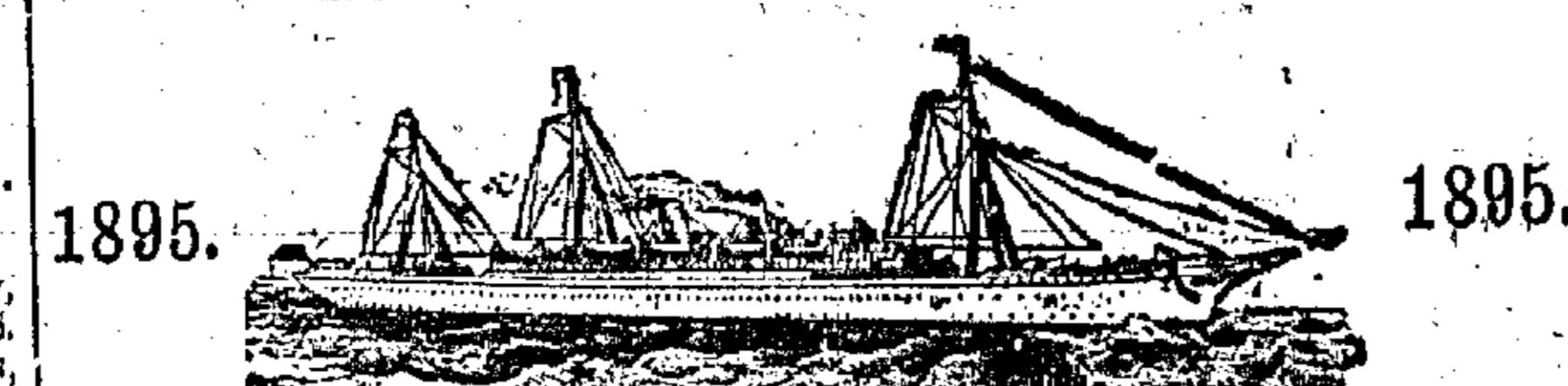
STAINFIELD'S PRIVATE HOTEL,  
3 DUDDELL STREET,

COMFORTABLY FURNISHED ROOMS,  
with every convenience.  
Accommodation for Table Boarders.  
Particulars, Address,

Mrs. STAINFIELD,  
Proprietress.

Hongkong, January 5, 1895.

38

CANADIAN PACIFIC RAILWAY COMPANY'S  
ROYAL MAIL STEAMSHIP LINE.

1895.

SATURDAY, FEBRUARY 11, 1895.

SAFETY—SPEED—PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,

VIA CANADA AND THE UNITED STATES.

(Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPEROR OF INDIA ... Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 20th Feb.

EMPEROR OF CHINA ... Comdr. G. A. Lee, R.N.R., WEDNESDAY, 20th March.

EMPEROR OF CHINA ... Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 10th April.

THE magnificient Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VICTORIA (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and York and Boston are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits. Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS (second to none in the World), the LUXURIOUS OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, General Agent,  
PEPPER STREET.

Hongkong, January 23, 1895.

Be up to date and use the latest

novelties in extracts.

FOR THE

HANDKERCHIEF

RIGAUD'S PEAU D'ESPAGNE.

RIGAUD'S WHITE VIOLETS.

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RECOMMENDED FOR THEIR

SWEETNESS, DELICACY, AND ARISTOCRATIC QUALITIES.

RIGAUD & CO., Perfumers,

PARIS & NEW YORK.

SOLD EVERYWHERE.

SHARE LIST.—QUOTATIONS.—FEBRUARY 15, 1895.

Stocks. Nos. of Shares. Value. Paid-up. Closing Quotations, Cash.

BANKS. Hongkong and Shanghai Bank Cor. 50,000 125 all 157% prem., sellers

New Issue. Bank of China, Japan and Straits. 99,876 10 1.15 nom.

Id. 1,250 10 1.25

National Bank of China, Limited. ... 2 10 £ 8.10 £182, sellers

MARINE INSURANCES. Canton Insurance Office, Co., Ltd. 10,000 3 250 5¢ \$155

China Traders' Insurance Co., Ltd. 24,000 3 63,300 buyers

North-China Insurance Co., Ltd. 5,000 2 50 210, sellers

Straits Insurance Co., Ltd. 10,000 10 6 20 24, sellers

Union Insurance Society Co., Ltd. 10,000 2 250 2 150, sellers

Yangtze Insurance Association, Ltd. 8,000 100 60 887, buyers

FIRE INSURANCES. China Fire Insurance Co., Ltd. 10,000 5 2 82, sales

Hongkong Fire Insurance Co., Ltd. 8,000 250 5 815%, sales

DOCKS. Hongkong & Whampoa Dock Co., Ltd. 12,600 125 all 89% prem., sales

STEAMBOATS. China and Manila S. S. Co., Ltd. 5,000 5 all 265, sellers

Douglas Steamboat Co., Limited. 20,000 2 50 263, sellers

H.K. C. and M. Steamboat Co., Ltd. 80,000 2 50 262, sales and sellers

Indo-China S. N. Company, Lunatic. 40,000 2 50 262, sellers

China Mutual S. N. Co. 20,000 2 10 6 10

Do. (new issue) 20,000 5 10 6 10

REFINERIES. China Sugar Company, Limited. 20,000 10 all 8150, sales and sellers

Luzon Sugar Company, Limited. 7,000 10 all 848, sellers

WHALES. Soway & Wharf & Godown Co. 20,000 \$ 50 all 838, sellers

Wanchai Warehouse and Storage Company, Limited. 2,600 \$ 100 37 871, ex div.

LAND AND BUILDING. Hongkong Land Investment and Agency Company, Limited. 30,000 5 10 5 822, sales

Kowloon Land and Building Co. 6,000 5 5 3 83 30, sellers

Humphrey's Estate & Finance Co. 13,400 10 1.10 104

West Point Building Co., Limited. 12,600 5 10 5 815, sellers

TRANWAYS. HK. High-Level Tramways Co., Ltd. 1,250 10 all 865, sellers

MINING. Jelobu Mining & Trading Co., Ltd. 15,000 5 all 8175, sales and sellers

Panjina Mining Co., Ltd. 60,000 4 43 86

Société Française des Charbonnages du Tonkin. 8,000 Frs. 500 75, sellers

New Balmoral Gold Mining Co., Ltd. 50,000 3 all 83.90, sales and sellers

Kaub Aust. Gold Mining Co., Ltd. 20,000 2 13/10 84.20, sales

Société Française des Houillères de Tourane. 8,000 Frs. 500 all nom.

PLANTING, ETC. China-Borneo Company, Ltd. 7,500 5 10 5 825, sellers

H. G. Brown & Co., Limited. 6,000 5 50 all 810, sellers

Dakin, Crudenbank & Co., Ltd. 50,000 5 6 all 815, sellers

LIGHTING. HK. and China Gas Co., Limited. 7,000 5 10 all 8125

Hongkong Electric Co., Limited. 30,000 5 10 8 84.50, sales

BAKU AND OKRAN. Green Island Cement Co., Ltd. 90,000 5 65 all 85, sales and sellers

Hongkong Brick & Cement Co., Ltd. 4,000 5 10 12/15 84, sellers

MISCELLANEOUS. Campbell, Moore & Co., Limited. 1,500 5 10 all 82

Geo. Fenwick & Co., Limited. 6,000 5 21 9 95 816, buyers

Hongkong Bakery Company, Ltd. 50,000 5 60 836

Hongkong Dairy Farm Co. 5,000 5 10 all 816, sellers

Hongkong Ice Company, Limited. 5,000 5 25 all 878, ex div.

Hongkong Rope Manufactory Co., Ltd. 8,000 5 60 all 8124, sellers

\* Founder's shares